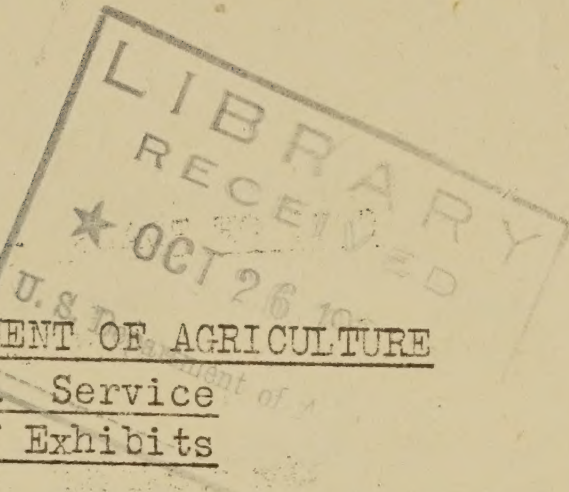


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1.9
2x4/5w



UNITED STATES DEPARTMENT OF AGRICULTURE

Extension Service

Office of Exhibits

A Summary of the Exhibit.

COST OF ROADS - GOOD AND BAD.

This booth illustrates the truths that good roads make easy the marketing of crops and the consolidation of rural schools, while on the contrary bad roads result in high costs with small profits,

SPECIFICATIONS

FLOOR

Floor space required ----- width @--- 13 ft.
depth --- 12 ft.

Wall space required ----- None

Shipping weight ----- 1103 lbs.

Electrical requirements:

110 volt A. C. or D. C. current
for 1/16 H. P. motor, 400 watts
needed for lights.

COST OF ROADS - GOOD AND BAD

How It Looks

The center section of the booth presents a large painting representing a rural scene where two roads, one a poor dirt road and the other a good, improved road, join a main road.

In the center of this scene is a screen resembling a roadside billboard for an automatic stereopticon which presents many facts regarding cost of roads and how they effect the public.

The side sections of the booth form a part of the "frame" of the scene in the center section.

What It Tells

The public pays taxes for good roads but a greater amount is paid in inconvenience due to bad roads. The latter is represented by excessive gasoline and tire costs, motor vehicle repairs and waste. The annual depreciation of motor vehicles alone is nearly two billion dollars. A good system of roads would reduce this at least a quarter of a billion. Gasoline each year costs nearly two billions more and good roads would eliminate a fourth of this expense. Repairs to motor vehicles total a billion dollars a year and improved roads will cut this item at least twenty-five per cent. Bad roads cost, therefore, not less than a billion dollars a year for these three items.

No one knows how much more we are wasting in other ways on account of bad roads. We are spending a billion dollars a year for road construction and maintenance. A part of that billion goes to make the unimproved roads barely passable. It follows,

therefore, that the public is paying more in dollars and cents for bad roads than for good roads.

What are we getting for this money? From the bad roads: Costly transportation, inefficient schools, restricted social opportunities, and drudgery. From the good roads: Lowered transportation costs from farm to market, better schools, improved social conditions and pleasure. We can not share in the benefits of good roads unless they are paid for. But they are paid for whether the benefits are received or not. The question is, would we rather be taxed for bad roads or for good roads.

Where to Get Information

For further information write to the Bureau of Public Roads, U. S. Department of Agriculture, Washington, D. C.
